THE AIR LINE PILOT

P. O. TESTIMONY OF PRESIDENT BEHNCKE

EDITORIAL BY EDWARD G. HAMILTON

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PILOT TELLS SEEING FIRE 25 MILES AWAY

Black Smoke Billows Soar 3,500 Feet; Believed to Be Oil Tanks; Location Radioed

A thrilling eye-witness account of the Stock Yards conflagration as seen at an altitude of 5,000 feet from a speeding United Air Lines plane, Chicago-bound from Cleveland, was given by Pilot J. L. Brandon of the latter city. Roaring into Chicago on a new high-speed Boeing plane, Pilot Brandon, ten passengers and a stewardess first sighted the blaze miles away.

Prior to Brandon's flight into the fire area, Pilot John Murray of the United Air Lines had a thrilling experience, described in the Chicago Herald and Examiner, when he ascended to a height of 10,000 feet to fly above the recent dust storm which swept over the Middle West.

"It looked like a huge forest fire," said Murray, "that covered several states."

(Courtesy of the Chicago Herald and Examiner.)

BY J. L. BRANDON

United Air Lines Pilot

(Written Exclusively for Herald and Examiner and Universal Service.)

Heavy black, billowing clouds of smoke on the horizon in the direction of Chicago marked our first sight of the fire. That was around 5 p. m., Chicago time. We were about 5,000 feet up, over Gary, some twenty-five miles from Chicago, when we saw it.

Smoke Rises 3,500 Feet

I thought at first some huge oil storage tanks were on fire. As the plane roared close to the city the smoke clouds grew denser. We were flying northwest and luckily the smoke was being blown northeastward, toward Lake Michigan, for it rose to an altitude of more than 3,500 feet.

As minutes clicked by and we drew over Blue Island and Beverly Hills, two suburbs about twelve miles out, we could see the vast area the fire covered. The passengers, numbering ten, were all gathered on one side of the ship to watch that tremendous spectacle. We could see flames shooting high into the sky, licking at the edges of the black smoke clouds.

None of us had ever seen anything like it. It appeared from our altitude that a whole, great section of the city must be on fire.

Radios for Details

I radioed the airport and asked for details. They told me that the Stock Yards and a large section around it were burning and that the airport was outside the danger zone.

As we cruised in toward the field area and the plane began to drop down to 3,000, then 2,000 feet, we could clearly see a huge wall of flame rising into the midst of the black smoke clouds. It was one of the most awe-inspiring sights I have ever seen. The passengers sat and stared spell-bound.

TRAFFIC INCREASES

United Air Lines reports during the past month of a continued increase in the volume of air express traffic at New York, Chicago, San Francisco, Kansas City, Los Angeles, Cleveland and other division points.

According to a survey in Chicago during the second week of March, approximately 650 shipments totaling two tons originated in that city and were carried by United Air Lines to various points throughout the country. This represented a material increase over the first week in March, and a gain of 150% over the corresponding week of 1933.

PILOTS' FRIENDS

Photo Courtesy of Chicago Herald and Examiner.

WILLIAM RANDOLPH HEARST at the conclusion of a game of tennis, played on his 71st birthday with his three sons at the Hearst ranch, San Simeon, Cal. From left to right they are: William Randolph Hearst, Jr., president of the New York American; William Randolph Hearst; John Randolph Hearst, vice-president, International Magazine Corp., and George Hearst, president of the San Francisco Examiner.

NEW LOW BIDS FOR AIR MAIL

As The AIR LINE PILOT was going to press, the following late news bulletin was received concerning new air mail bids:

Washington, May 25.—Bids that shattered old mail carrying rates and brought one offer to carry the mails for a fifth of the maximum rate set were among the sixty offers that were opened today at the Post Office Department.

Aviation men who crowded the office in which the proposals were opened whistled in amazement as one of the bids dipped to a new low of 8 cents an airplane mile. The maximum receivable is 45 cents.

Pleased at the showing, Postmaster General Farley calculated the annual airmail costs for the new network set up since contracts were annulled in February would be about $6,299,762 lower than the appropriation of $14,000,000 for the fiscal year which ends June 30.

Among bids were:

Chicago to Fort Worth, via Peoria, Springfield, Ill.; St. Louis and Springfield, Mo.; Tulsa and Oklahoma City; TWA, Inc., 31 cents; Bowen Airlines, Inc., 19.5 cents;

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William Randolph Hearst Is Honored by Birthday Party

Noted Publisher Celebrates His 71st Birthday With Elaborate Fete and Tennis Game

William Randolph Hearst, the most noted newspaper publisher in the world, celebrated his 71st birthday on April 29th at his ranch, Cuesta Encantada, at San Simeon, California.

Present at the celebration were Mr. Hearst's three eldest sons, George Hearst, William Randolph Hearst, Jr., and John Randolph Hearst, and their wives. T. J. White of the Hearst publications; William A. Curley, editor of the New York Journal; Walter Howey, and Richard Berlin, head of the Hearst magazines, flew from New York to attend the party.

William Randolph Hearst, Jr., left Chicago over the United Air Lines to attend his father's anniversary, and was flown by David L. Behncke, President of the Air Line Pilots Association.

Olden days were revived by the guests, the women dressed in crinoline gowns with hoop skirts, and the men dressed as Union and Confederate officers.

Features of the dinner were two large birthday cakes, one sent by the Ambassador Hotel, Los Angeles, being a full-sized replica of the first page of the Los Angeles Examiner, with a portrait of Mr. Hearst, and the other was a three-tier cake, which was literally wired by sound, and before it was cut the cake began to sing:

ALPA Greetings

"Dear Mr. Hearst: This is your birthday cake speaking to you to give you the greetings of your guests assembled here and your friends all over the world, to wish you happiness this day."

To these greetings the Air Line Pilots Association would like to add their best and sincere wishes for the continued good health and happiness of the distinguished American publisher who has so materially aided in the advancement of the piloting profession in this country.

Among the newspaper folk in attendance were:

Arthur Brisbane, Mrs. Winifred Black; Harry Crocker, assistant publisher of the Los Angeles Examiner; Dr. and Mrs. Frank Barham of the Los Angeles Herald

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ED. HAMILTON TELLS ABOUT LABOR RULING

Washington Representative of ALPA Gives His Views of Pilots' Pay Decision

BY EDWARD G. HAMILTON

The long awaited pay decision finally arrived. It had been ready some time ago, but was withheld on account of the cancellation of the mail contracts. It might still be buried, if we had not persisted. It is released now contingent upon the passage of air mail legislation. While it is not all that we could desire, it is at least much better than we had.

Accidentally or otherwise, the decision was right down the middle on the main issues. The proposition offered and paid by the employers effective October 1, gave the pilots approximately a 10% increase in pay for doubling the speed at constant hours of work; the pilots asked for a 50% increase in the same circumstances; while the Labor Board scale figures out at a 30% increase. Again, the companies proposed an hourly pay system, the pilots a mileage system, and the Labor Board a system using both miles and hours.

While we are grateful for all favors, we cannot help but believe that the board dodged the issue. It certainly was not because of lack of facts to go on. Our guess is that, lacking the power to enforce their decision, they tried to produce something that would be acceptable regardless of the merits of the case. Such a procedure is, at best, only a stop-gap, and is the more reason why the Wagner bill should be enacted into law. This bill would give to the Board the powers of enforcement it now lacks, and permit them to render pure justice untainted by expediency.

One of the salient defects of the hourly system of pay is still present in the Labor Board scale. This defect is very difficult to express without the use of charts. It is more easily understood if we think in terms of trip pay. As the speed increases, the pilot is enabled to make more trips in a period of time, for which he receives additional compensation, whether the hourly or the mileage system of computation be used. On the other hand, if the speed increases and, as more often happens in practice, the number of trips flown remains the same, the hourly system operates to reduce the trip pay in spite of the increase in the hourly rate. Where the hourly and mileage systems are designed to produce the same relative increases for increasing speeds, the hourly system is a combination of a relatively lower base pay and a higher, but constantly diminishing trip pay, while the mileage system comprises a higher base pay and a lower but constant trip pay. The mileage pay system causes the pilots' earnings to fluctuate in unison with the revenue, while the hourly system fluctuates independent of revenue or number of trips.

This very bad feature of the hourly system which has just been described has been retained in the Labor Board scale, although some other objectionable features have been partially eliminated.

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M. A. RODDY.....Editor

"PUBLIC SAFETY CALLS FOR PILOTS OF HIGH CHARACTER AND GREAT SKILL. THE OCCUPATION IS A HAZARDOUS ONE. THEREFORE, THE LAW SHOULD PROVIDE FOR A METHOD TO FIX MAXIMUM FLYING HOURS; MINIMUM PAY AND A SYSTEM FOR RETIREMENT OR ANNUITY BENEFITS."
—PRESIDENT ROOSEVELT.

"THE AIR DEAL"

BY EDWARD G. HAMILTON

The AIR LINE PILOT in publishing the following article is giving to its pilot readers an explicit picture of the present situation regarding air mail.

It is a fine article by ALPA's capable Washington representative.

* * *

Air mail and aviation in general have come in for their full share of attention in nearly all branches of the Government. Ever since the cancellation of the mail contracts, your Washington representative has had one constant lament, and that is that he was not twins. In the rapid succession of shuffling and re-shuffling he had to deal with almost all branches of the Government, ever keeping the air workers' problems to the fore. During such cataclysmic changes, the forgotten man is the one who stays away and allows himself to be forgotten. When a new deal is being dealt, someone is bound to get the joker.

In the past few months we not only have hoped, but have expended no little effort to assure that we should not be dealt out. The pilots in and around Washington deserve much credit for the time and energy they have given in the interests of their brother pilots throughout the country. Without their willing co-operation, your representative would have been severely handicapped.

While the employees have been the innocent victims of the present upheaval, they will in the long run be the gainers. The elimination of graft and favoritism is a cause which we all can espouse. Temporary inconvenience can be put up with with good grace, providing the cure is actually effected.

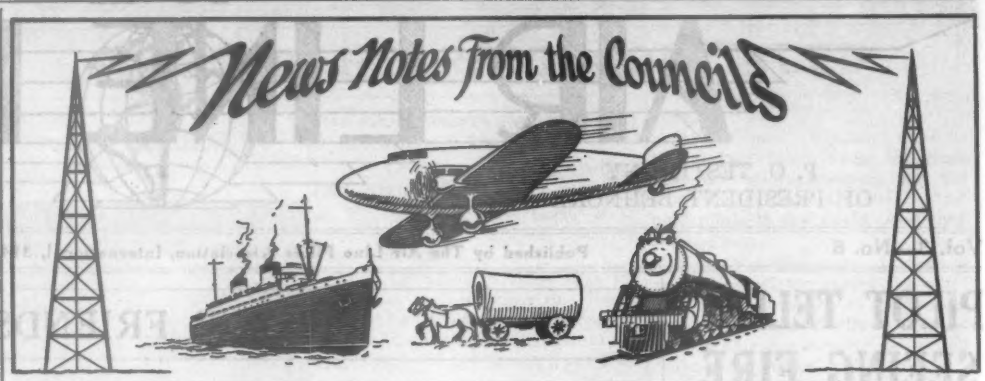
It is natural that pilots should have feelings of loyalty towards their companies. Perhaps those companies, too, were only playing the game according to custom. Perhaps, a former Congress was partially to blame for passing laws which did not answer the purpose: laws which were inadequate. It is safe to say, however, that the primary cause of the whole sorry mess was human weakness. It is regrettable, but a fact, that honesty and fair play can only be had by legislative restrictions.

There is much that can be said for and against the cancellation, but no matter what your convictions may be as to mitigating circumstances, the simple and unpleasant fact remains that the disclosures of the Air Mail Investigation seem to be incontrovertible. Whether or not cancellation without a trial or chance to be heard was the correct procedure is a question of law, and law is devoid of sentiment. This, perhaps, is as it should be. Some pilot groups can attest to having come close to losing their nether garments by permitting their feelings to interfere with their better judgment.

In all his chaos of conflicting opinions, it is gratifying to find that both the pros and cons agree that the pilots and employees should receive the full protection of the law. The new air mail law, when or if it passes, provides that the pilots, mechanics, and other employees shall be paid not less than the 1933 rate as modified by decisions of the National Labor Board. It is significant that this is about the only similarity between the House and Senate bills which have recently gone to conference.

The differences of opinion between the House and the Senate on the question of air mail legislation seems to arise

(Continued on Page 6, Col. 3)



Ingram Recovers From Crash; Lockheed in Coma

BY PILOT J. B. INGRAM

Council No. 31—AA

This is the monthly news letter from Council 31. Our correspondent has always been afflicted with a disease known as writer's cramp, which has apparently reached an acute stage since a little misunderstanding with a Lockheed a few months ago, in which the correspondent came out second best. Perhaps that is an error, though. The correspondent is still here and fatter than ever, but the poor old Lockheed never recovered.

Be that as it may, some of the council members including our esteemed chairman, Joe Glass, have insinuated from time to time that the correspondent was getting just plain lazy and if he did not take care would lose his job. This shamed the correspondent into assuming his duties once more, as there is a keen rivalry among our members for this important and highly remunerative position, and the result is the present news letter, which has not contained any news as yet.

So far our council is still intact with the exception of one co-pilot, G. B. Blackmore, who has been temporarily replaced by Theron Wilbanks. We hope to have Blackie back with us again as soon as the air mail situation is straightened out. All the first pilots are working half time at present, but hope for better times soon. In spite of the fact that the depression has finally reached us, we are proud of the fact that this council is still holding together and is paid up 100% on dues and assessment.

News will probably be scarce this summer, as vacations will not be taken by our members, and there will not be any tall stories about fishing and hunting to relay to the poor public.

We have our new Condor sleepers on the run now, although we have not had an opportunity to see how they sleep. The passengers have hogged all the beds and seem to like them mighty well. The ships are a great improvement over the Fords from the standpoint of comfort and speed, and all the boys are enthusiastic about their flying characteristics, now that they have become accustomed to flying them.

In closing this news letter, I might mention that we may all be out of the council soon. Johnny Martin is mining for gold and Dave Doty, L. S. Andrews, Joe Glass, Russell Arden and I are going into the oil business in a big way, so do not be surprised if we all get potty rich and retire one of these fine days. Here's hoping that we all get rich, but that we do not retire.

Pilot Walter Ballard Offers Half Interest

Walter R. Ballard is now located at Earp, California, and according to a recent letter from which we quote, Ballard would like this information circulated:

"I have two airports, a Hisso Waco 3 Pl, a good auto, living quarters, and have pioneered the business to a point where a six or eight place cabin plane is required for the following: Ambulance service, charter trips to the Grand Canyon, Boulder Dam, Los Angeles, Phoenix and several other points. There is to be a great expansion here in the project about the last of June according to information I have, and it is very important that I have the above equipment for said service before that time.

"I am offering a half interest to some good reliable pilot who will furnish a plane radio equipped, with night flying equipment, and six to eight place, and which may be convertible for ambulance service, and with power plant capable of operating said plane at a minimum service ceiling of 10,000 feet."

ALPA Member Killed in Crash at Panama City

Panama City, May 23.—Ensign Otto Wieselmayer of Pan-American Airways and Chief Aviation Machinist's Mate Mike S. Rice were instantly killed this morning following a take-off from Paitilla air field just outside Panama City. Their engine missed at 300 feet and the plane went into a nosedive, crashing on a jagged rock 200 yards from the beach. Rescuers found the bodies pinned in the front seats.

SPEED SERVICE

Virtually commuting service between Chicago and New York will be inaugurated by the United Air Lines on its passenger-express plane service June 1, according to an announcement by W. A. Patterson, president.

There will be, it was stated, thirteen planes a day in each direction, a total of 260 passenger seats daily between the two cities. Each plane will have two pilots and a stewardess. The schedules will be flown with three-mile-a-minute multi-motored Boeing transport planes.

Schedules are so drawn that passengers will be enabled to use their watches as time tables. Planes leave New York on the hour, Cleveland fifteen minutes after the hour and Chicago on the half hour.

MORE TRAFFIC

Elmo Coon, Traffic Manager of American Airways in Little Rock, Arkansas, announced that there was a 39% increase in air travelers out of that city over his company's lines during 1933. Mail and express shipments have more than doubled those of 1933.

CUT TIME

With the aid of four Luft Hansa airplanes and the steamer Westphalen, which is anchored in mid-ocean as a refueling base, flying time across the Atlantic has been reduced to two days and twenty-three hours. The previous time was three days and twelve hours.

SHOW PROFIT

A net profit of $974,971 after deducting depreciation charges of $82,413.37 and including a profit of $1,199,941 from the sale of securities, was reported by North American Aviation, Inc.

MINUTE SKETCH

PILOT BROWN

Veteran Aviator Is ALPA Chairman

Pilot Eugene R. Brown was born Sept. 5, 1904, at Grovania, Georgia. He is married and living at Richmond, Virginia, being employed by E. A. T. as a first pilot, and flies from Atlanta to Richmond.

Brown received his first flying instructions from "Pop" Keller in 1921 at Souther Field at Americus, Georgia.

He owns an Army A. P. as well as his Dept. of Commerce Transport Rating.

He is a veteran pilot with thousands of hours in the air recorded in his log book, and is chairman of Council No. 18.

VETERAN PROMOTED

Jack Herlihy, former veteran pilot for United Air Lines, has been promoted to the management of the Cleveland station and has complete jurisdiction over all flying of the New York-Cleveland-Chicago division of United coast-to-coast service.

"To fly West, my friend, is a flight we all must take for a final check."

In Constant Memoriam

Anderson, Lloyd—B. A. T.
Andert, Paul A.—B. A. T.
Bigelow, Ed.—Varney
Bowen, J. E.—T. & W. A.
Briggs, Francis W.—A. A.
Brock, Wm. S.—Waiting List
Cochrane, Robert M.—B. A. T.
Cox, Floyd—Ludington
Davis, Alfred W.—P. A. T.
Fields, Glenn T.—A. A.
Fuller, Ray E.—A. A.
George, Hal—T. & W. A.
Grover, R. Boyd—N. A. T.
Hallgren, W. A.—A. A.
Hill, George W.—T. A. C.
Jamieson, W. L.—E. A. T.
Kelsey, Harold J.—A. A.
Komdat, Albert C.—E. A. T.
Lucas, Verne—Ludington
Mallck, Forrest E.—N. A. T.
Montee, Ralph—T. & W. A.
Morgan, Howard R.—T. & W. A.
Neff, Harold N. A. T.
Noe, Earl J.—T. & W. A.
Phelps, Henry T.—P. A. A.
Potter, Norman W.—B. A. T.
Radoll, E. W.—N. A. T.
Robbins, Wm. J. B.—A. A.
Rousch, Chas. W.—Northwest
Rust, F. H.—T. A. C.
Sandblom, J. V.—C-P
Sharpnack, J. W.—B. A. T.
Swanson, Axel—A. A.
Tarrant, Harold R.—N. A. T.
Vance, Claire K.—B. A. T.
Waldron, Joe—A. A.
Wheaton, Harold H.—B. A. T.
Wieselmayer, Otto—Pan-American

NATIONAL LABOR BOARD INFORMS ALPA OF PILOT'S PAY DECISION

SEN. WAGNER SENDS LETTER WITH DETAILS

Board Rules That 85 Hours Shall Constitute Maximum Monthly Time

Decision Comes at Opportune Time and Is Needed to Establish Foundation

Following an extensive series of conferences between the National Labor Board, the Air Line Pilots Association and representatives of the principal air lines of the country, Senator Robert F. Wagner, chairman, announced the Board's decision on May 11, 1934, and immediately advised President Behncke to that effect.

Senator Wagner also forwarded a letter to ALPA headquarters which stated:

"In view of the change in conditions in the industry since this matter was jointly submitted to the Board by the Air Line Pilots Association, and the five air lines, the Board is of the opinion that the rates herein set forth should apply when, as, and if, air mail contracts are awarded under S. 3170. However, the provisions contained in this decision apply to all pilots flying for your company, whether or not engaged in the carrying of mail."

Wage Scale Established

Of paramount importance to the pilots, in the Labor Board's findings, is the fact that a wage scale for pilots has been set up, which will help to maintain decent standards during these crucial times.

It was also the decision of the Board that 85 hours of flying shall constitute the monthly maximum for air pilots, which is a marked victory, as the operators proposed 140 flying hours per month in the code that they originally submitted for the air transport industry last summer.

Regarding co-pilots, the Board ruled that the differentials existing on October 1, 1933, for co-pilots and for flying over hazardous terrain shall be maintained.

President Behncke very ably points out that while the pay scale established by the Board is not exactly what was desired it is nevertheless a satisfactory foundation for the present situation in the air industry, which is in a complicated state.

With new companies and low bidders for air mail contracts it was very necessary to establish a definite scale in order to prevent a general lowering of wage standards for air line pilots.

The decision of the National Labor Board illustrates most clearly the benefits which the Association has brought to its membership. There is a most obvious difference between the scale set up by the Labor Board and the minimum pay of $250.00 which the operators offered during the Air Transport hearing held in Washington last August.

Maintain Standards

Were standards of pilots' pay in the States lowered it would not be long before pilots on foreign runs were affected.

Recognizing the justice of the pilots' claim for fair remuneration the nation's press has aided the airmen most materially. Particularly active in protecting the fliers' interests has been the distinguished publisher, William Randolph Hearst.

During May the following masterful editorial appeared in the Chicago Herald and Examiner and associated Hearst newspapers:

"Pay for Airline Pilots"

OF VITAL CONCERN TO THE FUTURE OF AMERICAN AIR TRANSPORT IS A DECISION SOON TO BE HANDED DOWN BY THE NATIONAL LABOR BOARD.

THE PRIMARY QUESTION TO BE DETERMINED BY THE BOARD IS WHETHER THE PUBLIC INTEREST REQUIRES THE COMPENSATION OF PILOTS ON A MILEAGE BASIS OR ON THE BASIS OF HOURS FLOWN.

FOR SEVERAL MONTHS, WITH THE AID OF A FACT-FINDING COMMITTEE, THE BOARD HAS BEEN STUDYING THE CONDITIONS UNDER WHICH AIRLINE PILOTS FLY AND THE METHODS EMPLOYED IN COMPUTING THEIR COMPENSATION.

AIRPLANE PILOTS OF LONG EXPERIENCE OPPOSED THE HOURLY SYSTEM OF PAY FOR PILOTS UPON THE GROUND THAT THE INCREASED SPEED AT WHICH AIR TRANSPORT PLANES NOW FLY IMPOSES GREATER RESPONSIBILITY UPON THE PILOTS AND ADDS TO THEIR PHYSICAL AND MENTAL STRAIN.

LONG HOURS OF SUBMISSION TO THIS STRAIN REDUCE THE EFFICIENCY OF THE PILOT. HE BECOMES APPREHENSIVE AND NERVOUS. HIS FLYING JUDGMENT IS APT TO BE LESS KEEN, AND EXPERIENCE HAS PROVED THAT A PILOT SUFFERING FROM FATIGUE IS AN UNSAFE PILOT.

* * *

A PILOT WHO FORMERLY FLEW SIX HOURS TO COVER SIX HUNDRED MILES CAN NOW COVER THE SAME DISTANCE IN FOUR HOURS OR LESS. HENCE, UNDER THE HOURLY SYSTEM OF COMPENSATION, A PILOT, IN ORDER TO MAINTAIN HIS PAY SCHEDULE, WOULD HAVE TO FLY FROM NINE HUNDRED TO TWELVE HUNDRED MILES.

ANOTHER ARGUMENT FOR GIVING THE PILOTS A BASE PAY PLUS MILEAGE PAY IS TO BE FOUND IN THE FACT THAT HE MUST SPEND AS MUCH TIME ON THE GROUND ON DUTY AS HE SPENDS IN THE AIR. THIS IS DUE TO DELAYS FROM UNFAVORABLE WEATHER AND OTHER CAUSES.

FOR MANY YEARS THE RAILROADS HAVE ADOPTED THE MILEAGE SYSTEM OF PAY FOR THEIR EMPLOYES. THEIR EXPERIENCE HAS PROVED THE FAIRNESS OF THIS SYSTEM.

THE PILOTS FURTHER CONTEND THAT THE MILE IS THE ONLY CONSTANT UNIT BY WHICH REVENUE OF THE OPERATORS AS WELL AS PAY FOR THE PILOTS CAN BE MEASURED.

* * *

THE NATIONAL LABOR BOARD HAS BEEN WELL ADVISED IN WITHHOLDING ITS DECISION ON THIS QUESTION OF PILOTS' PAY UNTIL IT COULD MAKE A THOROUGH STUDY OF THE CONDITIONS UNDER WHICH AIR LINE PILOTS CARRY THE MAILS AND PASSENGERS IN SAFETY FROM ONE END OF THE COUNTRY TO THE OTHER.

THE SOLUTION OF THIS PROBLEM DOES NOT CONCERN MERELY AIR LINE OPERATORS AND AIR LINE PILOTS. IT INVOLVES THE SAFETY OF ALL WHO TRAVEL BY AIR. IT INVOLVES ALSO THE EFFECTIVENESS OF AN ESSENTIAL AUXILIARY OF THE NATIONAL DEFENSE.

IF THE FORTHCOMING DECISION OF THE NATIONAL LABOR BOARD IS TO SAFEGUARD THE PUBLIC INTEREST, IT MUST BE ARRIVED AT IN THE LIGHT OF ALL THE FACTS.

IT MUST BE BASED UPON THE REALIZATION THAT "MEN FLY, NOT PLANES" AND THAT THE AIR LINE PILOTS ARE NOT MACHINES BUT HUMAN BEINGS.

In line with the views expressed by Mr. Hearst concerning the pilots' pay question, the San Francisco Daily News of the great Scripps-Howard chain published the following fine article:

"The Air Mail Contracts"

IF THE NEW AIR MAIL CONTRACTS GO TO THE LOW BIDDERS TWO OF THE THREE MAJOR COMPANIES — REORGANIZED—WILL GET BACK MOST OF THEIR OLD LINES.

THE GOVERNMENT WILL SAVE MONEY BECAUSE MOST OF THE RATES ARE MUCH LOWER.

BUT BEFORE THE PUBLIC REJOICES OVER THAT FACT IT WILL WISH TO BE ASSURED THAT THE SERVICE DOES NOT SUFFER, ESPECIALLY IN SAFETY. THE GOVERNMENT MUST SEE TO THAT. INSPECTION SHOULD BE MORE RIGID THAN EVER.

THERE IS ALSO THE MATTER OF PILOTS' PAY. THEY NEVER HAVE RECEIVED COMPENSATION COMMENSURATE WITH THEIR TRAINING AND FIDELITY TO DUTY. SINCE THE TRAGIC EXPERIENCE OF ARMY AVIATORS WITHOUT ADEQUATE TRAINING FOR THIS PARTICULAR WORK THERE IS MORE GENERAL APPRECIATION OF THE REGULAR MAIL PILOTS.

IT IS TO BE HOPED THAT NO FURTHER SHIFTS IN CONTRACTS WILL BE NECESSARY UNTIL NEXT WINTER WHEN CONGRESS CAN ENACT PERMANENT LEGISLATION ON THE BASIS OF RECOMMENDATIONS OF THE PRESIDENT'S PROPOSED NON-POLITICAL COMMISSION. THE UNWISDOM OF FORCING A SECOND SET OF TEMPORARY CONTRACTS UNDER THE PENDING LEGISLATION HAS BEEN POINTED OUT REPEATEDLY. NOW THAT THE ADMINISTRATION IS GOING AHEAD WITH THE FARLEY CONTRACTS, THEY NEED NOT BE DUPLICATED BY NEW TEMPORARY CONGRESSIONAL BIDDING TERMS.

APPARENTLY THE ADMINISTRATION HAS COME AROUND TO THIS DECISION.

Not only has the newspaper world commented favorably regarding proper remuneration for air line pilots, but the magazine field has taken up the argument.

In the May issue of THE PILOT appears a splendid editorial in behalf of air workers:

Air Pay

ONE VERY IMPORTANT FACT HAS BEEN EMPHASIZED AS A RESULT OF THE AIR MAIL FIASCO. REGARDLESS OF THE PREMISE ON WHICH ANY DISCUSSION OF THE SUBJECT STARTS, IT IS INVARIABLY BROUGHT OUT THAT THE PILOTS WERE RESPONSIBLE FOR EVERY STEP IN THE PROGRESS OF COMMERCIAL AVIATION.

AMERICA'S PILOTS — AND PARTICULARLY THE AIR MAIL PILOTS—HAVE FACED PROBLEMS AND HAZARDS UNKNOWN TO ANY OTHER INDUSTRY. IN A BRIEF SPACE OF TIME, THOUGH NOT WITHOUT CONSIDERABLE SACRIFICE, THEY HAVE PRACTICALLY CONQUERED TIME, SPACE AND THE ELEMENTS.

WORKING HAND-IN-HAND, HOWEVER, WITH THE PILOTS AND CONTRIBUTING IN NO SMALL WAY TO THEIR SUCCESS, HAVE BEEN THE MECHANICS OF THE INDUSTRY. TO THEM ALSO IS DUE MUCH CREDIT FOR THE PROGRESS OF COMMERCIAL AVIATION.

THAT NEITHER THE PILOTS NOR THE MECHANICS HAVE SHARED IN EITHER THE GLORY OF THEIR ACCOMPLISHMENTS OR THE FINANCIAL REMUNERATION FOR SAME, IN PROPORTION TO THEIR JUST DESERTS, IS WELL KNOWN.

AS WE HAVE FREQUENTLY STATED IN THESE COLUMNS,

(Continued on Page 4, Col. 4)

TO THE AVIATION INDUSTRY OF AMERICA

May 12, 1934.

You are again cordially invited to fly to Chicago this summer to visit A Century of Progress Exposition, May 26 to November 1, 1934.

In addition to the magnificent Exposition of 1933, there will be many new national and international exhibits. These exhibits are as unparalleled as the Exposition of 1933 and are of vital importance to the educational and recreational welfare of you and your many friends.

All airport operators in the Greater Chicago Area have made special provisions to provide visiting airmen maximum accommodations and enjoyment.

To safeguard air operators and the public, the United States Department of Commerce, the Illinois Aeronautics Commission, and the Chicago Aero Commission, have promulgated Special Air Traffic Rules covering a restricted area for the period of the Exposition.

The restricted area comprises that section of the Chicago District bounded by 47th Street on the South (landmarks — tall buildings curve of lake just North of Jackson Park, Union Stock Yards); Halsted Street on the West (landmarks—Union Stock Yards, Island in North Branch Chicago River, West of Oak Street Beach); Chicago Avenue (800 N.) on the North (landmarks—Island on West, breakwater North of Navy Pier); and a line running North and South two miles East of the shoreline where it intersects Chicago Avenue and South 47th Street when projected out over the lake, on the East.

Through the courtesy of Honorable Edward J. Hughes, Secretary of State, we can furnish you with an official map of Illinois, with a special insert of the Greater Chicago Area, showing airports and roads, for your convenience and reference.

Cordially,

Rufus C. Dawes,
President, A Century of Progress.

L. P. Bonfoey, Chairman, Illinois Aeronautics Commission.

Merrill C. Meigs, Chairman, Chicago Aero Commission.

Elwood B. Cole, Secreatry, Illinois Aeronautics Commission.

George W. Vest, Supervising Aeronautical Inspector, U. S. Department of Commerce.

Air Mail Pilots Face Peril of Ice, Fog and Storms on Runs

Hazards of Weather All in Day's Work for Skilled Sky Veterans of the Air Lines

BY M. A. RODDY

Among airmen the air mail pilot is distinctive in the fact that he is no fair weather flier but a seasoned storm veteran, experienced with the continuous strain of flying into weather unfit for ordinary fliers and relying upon his especial skill to carry him through the treacheries of the air.

During the winter months the air mail pilot is faced with the constant hazard of ice which, forming on the leading edge of the wing, destroys the wing's lifting qualities.

In order to avoid ice accumulations experienced air mail pilots seek different altitudes and different temperature areas.

Mountain runs especially test the air mail pilot, who must know every mile of his schedule as he plunges into the black, formidable storm clouds that have conquered many brave airmen.

Recently two air line pilots had to go over the side on the same night because of ice. Both had been using devices to break the ice on the leading wing edges but they failed, and the fliers found it impossible to reach warmer air strata. The planes began to fall at the rate of 500 feet a minute and the pilots took to their 'chutes about two minutes apart. They landed safely.

Dangerous Lands

This occurred on the Cleveland-New York run in the badlands of the Alleghanies, which has been the graveyard of more airplanes in the mail service than any other stretch in the country.

Pilot Harold Neff surrendered his life as a result of a crash on the Cleveland-Toledo route. He cracked up in a swamp and although he could have saved himself by leaving his wrecked plane and mail he stayed by his post for sixty-three hours before rescuers located him. He later died from exposure.

Lloyd Bertaud, who was lost in an attempted trans-Atlantic flight, used to land on the Cleveland-New York route and knock the ice off the leading edge of his wing and then take off again.

While flying from Cleveland to Chicago Pilot Harold Knoop was momentarily stunned by lightning.

For a period the weather had been fine, but suddenly clouds began to form ahead and then thickened and dropped down to 1,000 feet of the ground.

Because of the storm raging to the north and southwest, Knoop believed that it would be advisable to keep to his course directly ahead, and he was almost through the storm area when a bolt crashed so close that he was shocked into unconsciousness.

Knoop Blinded

Regaining his senses, Knoop was unable to determine where he was until he realized that he was leaning forward and against the right side of the cock-pit. Still, he could not see to read his instruments. Accordingly, he decided to take to his parachute. He was just unbuckling his belt when his sight returned.

He was not far from the ground when he leveled off, ran out of the worst of the storm and reached Chicago.

Next to ice, fog presents a dangerous element to the air mail pilot, as the experience of Dean Smith will show.

"Some time ago, Smith, who went to the Antarctic with Admiral Byrd and later received the Dis-

(Continued on Page 4, Col. 3)

+ A COLUMN +

MAY NEWS

Chicago's big show, the World's Fair, looks as if it's going to beat by a much larger scale its winning performance of last year, which was attended by air men from all over North and South America. Let's go! . . . ALPA Headquarters continues to operate at top speed during the present air mail situation which appears to be changing daily. . . . Delivery of air mail has been returned to the private contractors. . . . The McKellar-Black Bill has been passed by the Senate —and was later oked by the House with certain revisions. . . . A Joint Committee is now considering the matter, and at this writing their decision is as yet unannounced.

FIRST AIR DUEL

Following an argument over a lady away back in 1808, two Frenchmen, M. de Grandpre and M. le Pique, decided to fight it out in the air.

Being acquainted with the possibilities of free balloons they agreed to use this novel means to carry out their aerial duel.

It required a month to construct the balloons and when they were completed the duelists, armed with blunderbusses and accompanied by seconds, entered the baskets and ascended to a height of about one-half a mile and were eighty yards apart when the signal to fire was given.

M. de Grandpre fired and hit his opponent's balloon, which fell swiftly, killing both M. le Pique and his second.

This may constitute the first aerial duel on record.

"BOMBING" PRACTICE

An innovation has been introduced in the bombing practice of British army and navy student pilots through indoor methods.

According to the latest idea the pupil sits in a stationary plane while a motion picture of the ground supposedly 8,000 feet below, passes under him.

A recording device marks the exact spot where the bomb would have landed had it been dropped from the air.

UNUSUAL RESCUE

Lieut. Howard E. Ballman recently performed the remarkable rescue from the Pacific Ocean of Ensign Allan L. Dunning by means of a rubber boat dropped from an airplane in a hazardous maneuver.

Lieut. Ballman and the crew of a torpedo bomber effected Dunning's rescue after Lieut. Whitmore S. Butts had tried unsuccessfully to drop a boat from his single-seater.

AIR MENUS

Transcontinental and Western Air, Inc., have initiated the practice of carrying menus aboard their planes operating between New York and Los Angeles.

This service will permit passengers to choose either table d'hote or a la carte meals while en route. Orders will be relayed by radio and served at the next stop.

WINS AWARD

W. E. Boeing was awarded the Daniel Guggenheim medal "for successful pioneering and achievement in aircraft manufacture and air transportation."

Announcement of the award was made in New York on May 3, 1934.

SAFE FLYING

Department of Commerce records show that American transport planes flew 24,848,000 passenger miles for each passenger fatality in 1933, and accordingly Ted Everett, statistician of Transcontinental and Western Air, announces that these figures mean that a patron of this form of travel could make 9,000 coast-to-coast flights, or one a day for twenty-five years before interest would be manifested in his insurance policy.

BREAKS RECORD

Col. Roscoe Turner shattered all cross-country air speed records on May 3 when he landed at Municipal Airport, Pittsburgh, 48 minutes and 19 seconds after he had taken off from Wayne County Airport, Detroit.

Piloting his new 1,000-horsepower Wedell-Williams racer, he covered the 271 miles from Detroit at an approximate speed of 329.4 miles an hour.

Col. Turner recently emphasized the specialized skill required for air mail flying when he publicly stated that despite the fact that he held many speed and flying records he did not believe that he was qualified for the hazardous task of flying mail and passengers.

CROSSES DELAWARE

George Washington crossed the Delaware river once and made history.

Pilot H. P. Little, veteran of the United Air Lines, has made over 2,000 trips across the famous river in the course of flying his Chicago-New York air route.

PLAN WORLD ROUTE

That Great Britain is on the alert for the world's air business is seen in the plans to be inaugurated this summer calling for an all-British air mail route across the world.

Six and a half days will be saved between Ireland and Vancouver, B. C. Across Canada the route rivals the American New York-San Francisco hop, which is slightly longer.

Canadian Pacific Company liners will initiate as part of their regular service ship-to-shore and shore-to-ship schedules.

Air mail across Canada will be carried by a civil air force and will be given a subsidy similar to the government subsidy which is given to the Imperial Airways of Great Britain.

CAST AIR MEDALS

Medals, dedicated to the patron of aviators, are being sent to the country's flying men by Rev. M. J. Amateis of Philadelphia in an effort to raise funds for a more suitable chapel.

Names of aviators who contribute are to be placed on bronze tablets inside the church as a permanent memorial.

USE MUCH FUEL

According to a survey by the United Air Lines, commercial transport planes operating on regular schedule in the United States during 1933 consumed more than 26,000,000 gallons of gasoline and nearly a million gallons of oil.

Planes operated by the United Air Lines consumed 8,000,000 gallons of gasoline.

NEW AIR RUN

Lufthansa will give Berlin a new business service which will permit a departure from Berlin in the morning for London, where the Berlin business man will have four hours for work before returning to Berlin for dinner.

Planes will leave Berlin every morning at 7 o'clock and arrive at Croydon at 11:25, London time. Return ships will leave London at 4 P. M. and arrive in Berlin at 8 P. M.

—M. A. RODDY.

MAIL PILOTS FACE PERILS

(Continued from Page 3)

tinguished Flying Cross, was caught in the "soup" coming through Woodward Pass.

Scraping the trees on each side Smith found it necessary to climb above the fog and rain to get out of the mountains. He wandered around awhile looking for a hole, which he finally spotted. Diving for it he came out over the Susquehanna River, with the clouds only about 200 feet above the water.

The river is narrow at that point with steep banks and it was raining so hard that Smith could only see a short distance ahead. As Smith flew along the river's course he was continually having to turn in the opposite direction to avoid the other side.

Perilous Flight

Smith kept throwing his plane from side to side at a speed of more than 100 miles an hour until he reached Wilkes-Barre, Pa., where there is a valley which led to an opening through which Smith could climb and keep on in good weather until he landed at Hadley Field.

Twice on misty nights airmail pilots almost collided with the Los Angeles, the navy dirigible.

One of the pilots, Ambrose Banks, who once brought his burning plane down rather than jump and risk losing the mail, was flying between New York and Washington when he saw a mountain in front of him where no mountain should be. He pulled back on the stick and zoomed over the "mountain", which turned out to be the Los Angeles, which was riding at such an angle that no lights were visible.

Extremely dangerous in thick weather is the possibility of missing Newark airport completely and getting out over the ocean.

Flying mail between New York and Cleveland Pilot Paul Collins hit some bad weather after leaving Cleveland. At a 10,000 foot altitude Collins was flying through storm clouds, black as pitch. Suddenly the ship began to shake violently and developed a speed of more than 160 miles an hour. Collins was unable to judge his position in the air. The plane was apparently spinning but whether it was to the right or left Collins could not tell. He decided to take to his 'chute. As a result of the terrific shaking up that he had received, Collins could not find the ring of his rip cord until he had fallen over 1,000 feet. He hit the ground before he saw it.

Loses Wing

On the next morning he hunted up his plane and discovered that a wing had broken off during the storm, and that had caused his rocky ride.

Chief requisites for the air mail pilot are instinct and long development of intuition as to weather.

It takes the best and the bravest of the airmen to fly the mail.

Only a few days ago the superior skill and courage of Pilot Ernest Basham saved his heavy transport plane and lives of 15 passengers, including his co-pilot, Dan Boone.

Basham successfully executed a forced landing on the beach of Staten Island in a bad New York harbor fog.

UNITED ELECTION

Recent elections conducted by the United Air Lines resulted in the following officials being chosen: W. A. Patterson, President; D. B. Colyer, Vice-President; Joseph F. McCarthy, Secretary, and Charles E. Brink, Treasurer. They will also serve as directors.

Other directors are Paul Godehn of Chicago, Frederick W. Jackson of New York, and C. C. Thompson of Chicago.

I.

Monthly earnings figured on basis of what pilots are asking—4c per mile for day flying, 7c per mile for night flying, plus monthly base of $200.

II.

Monthly earnings figured on hourly basis of what companies are paying since October 1st $4, $4.20, $4.40, $4.60, $4.80 and $5 per hour for day flying, $6, $6.20, $6.40, $6.60, $6.80 and $7 per hour for night flying at hourly speeds of under 125 miles, 126-140, 141-155, 156-175, 176-200 and over 200 miles, plus monthly base of $200.

III.

Monthly earnings figured on hourly basis of $4, $4.20, $4.40, $4.60, $4.80 and $5 for day flying and $6, $6.30, $6.60, $6.90, $7.20 and $7.50 for night flying at speeds of under 125 miles, 125, 140, 155, 175 and 200 and over miles plus 2c, 1½c and 1c for each mile traveled at more than 100 mile hourly speed where total monthly mileage is under 10,000 miles, 10,000-11,999 miles, inclusive, and 12,000 or more miles, respectively, plus monthly base of $200.

Mileage of 8,000 Miles at hourly speeds of					
100	125	150	175	200	
616	616	616	616	616	720
584	507	477.33	446.86	424	546.67
584	554.56	534.93	532.04	520	602

(Continued from Page 3)

PILOTS ARE NO MERE AERIAL CHAUFFEURS. THEY ARE PROFESSIONAL MEN WHO HAVE INVESTED OF THEIR TIME AND MONEY TO AS GREAT OR GREATER EXTENT THAN THOSE ENGAGED IN OTHER PROFESSIONS. SIMILARLY, AVIATION MECHANICS CANNOT BE PLACED ON A PLANE WITH THE AVERAGE AUTOMOTIVE MECHANIC. CONSIDERING THEIR STATUS ON THE ABOVE BASIS, AVIATION'S LICENSED PERSONNEL HAVE BEEN GROSSLY UNDERPAID, WHILE MANY SWIVEL CHAIR EXECUTIVES HAVE BEEN PROFITEERING AT THE EXPENSE OF THE MEN WHO HAVE MADE COMMERCIAL AVIATION WHAT IT IS TODAY.

On May 11, 1934, the National Labor Board issued the following news release concerning the decision in the air line pilots' wage dispute:

Senator Robert F. Wagner, chairman, announced today the National Labor Board's findings in the Air Line Pilots' Wage Dispute, jointly submitted for arbitration last autumn by the pilots' organization and the principal air line companies of the country.

The pilots favored a mileage basis of pay and the companies an hourly schedule. The wage structure was being affected by the introduction of higher speed planes.

The Board's award provides for "a basis of pay under which both the company and the employees would share in the benefits accruing from the new equipment and bear the burdens that will attend its introduction in the beginning."

A wage strike by the pilots scheduled for October 1, 1933, was averted by the Board September 26. On September 29, it took jurisdiction of the dispute, setting October 4, as the date for the formal hearing.

This was followed early in November by appointment of a fact-finding committee, headed by Judge Bernard L. Shientag, New York, which tendered its report December 2. Another hearing of the Board was called December 14, which was followed by an extensive series of conferences between the two parties and the Board.

The Air Line Pilots Association and American Airways, Eastern Air Transport, Transcontinental and Western Air, United Air Lines and Western Air Express jointly submitted to the National Labor Board, in September, 1933, a wage dispute concerning the rate and method of payment for air pilots. The National Labor Board referred the matter to a fact-finding committee for study and recommendation and caused a detailed study of the wage situation in this industry to be made. The Board's decision had been withheld for several months because of the uncertain conditions in the industry resulting from the cancellation of the air mail contracts in February. In view of the recent changes in the industry the Board feels that a public service will be rendered by the issuance of a decision setting forth its views regarding a fair wage scale for air pilots.

The traditional method of computing pilots' wages on the basis of mileage flown was abandoned by the industry during the period from 1931 to 1933. The dispute was occasioned by the new rates which had been put into effect on October 1, 1933, by all the companies involved. These rates are on an hourly basis and provide for $4 an hour for day flying under 125 miles hourly speed, with 20c hourly increase to become effective at speeds of 126 miles, 141 miles, 156 miles, 176 miles, 201 miles, respectively. Two dollars an hour is added to each rate for night flying. In addition each pilot receives a base rate of $1,600 annually increased by $200 for each year of service, up to a maximum of $3,000 a year. This base rate is paid regardless of whether the pilot engages in any flying.

The pilots insisted upon a return to the mileage basis of payment and proposed the following scale: four cents a mile for day flying and seven cents a mile for night flying over ordinary terrain, with an increase to five cents and nine cents a mile for day and night flying, respectively, over hazardous terrain, plus a base rate of from $1,800 to $3,000 a year. The companies contended for the continuation of the October first rates. These rates provided for approximately the same compensation for all flights at the low rates of speed which had been customary in the past, but resulted in materially reduced compensation for flights at the increased speeds which the industry has been striving to introduce and attain.

The October rates are inadequate for additional reasons. The differential paid for night flying as against day flying seems insufficient, the speeds at which the increased hourly rates would become effective seem impracticable, and the differential for the increased speeds does not sufficiently take into account the increased hazards and the probable increased earnings to be derived from the speedier equipment.

The industry is on the threshold of technological improvement which will greatly accelerate the speed of airplane travel and which may result in some technological unemployment. The increase of speed will either greatly increase the mileage covered by the pilots or materially reduce their monthly hours of employment.

If the pilots were to fly in the future the same number of hours as in the past and were paid on the same monthly basis, their monthly earnings would be greatly increased. Similarly, were the mileage basis to be continued and the hours of actual flying reduced, there would be no change in monthly earnings notwithstanding the sharp reduction in monthly hours. In either event, the pilot would receive the chief benefits accruing from the new equipment. The hourly basis of payment, on the other hand, does not adequately compensate the pilots for the increased mileage with the added hazards incident thereto, and results in a sharp decrease of earnings in the event that new equip-

(Continued on Page 5, Col. 1)

Mileage of	At Speed of	Per Cent Saving in Time	Per Cent Increase in Pilot's Pay Figured on III as against II
8,000	100 Mi.	None	None
	125	20%	8 1/2%
	150	33 1/3%	10 1/4%
	175	42 2/7%	16 4/13%
	200	50%	18 1/2%
10,000	100	None	None
	125	20%	8 1/4%
	150	33 1/3%	9 2/3%
	175	42 2/7%	14 2/3%
	200	50%	16 1/2%
12,000	100	None	None
	125	20%	6 7/10%
	150	33 1/3%	7%
	175	42 2/7%	11 3/4%
	200	50%	13 3/5%
14,000	100	None	None
	125	20%	6 9/11%
	150	33 1/3%	7 2/7%
	175	42 2/7%	12 1/12%
	200	50%	14 3/14%
16,000	100	None	None
	125	20%	7 1/8%
	150	33 1/3%	8%
	175	42 2/7%	13 1/2%
	200	50%	14 3/4%

ment reduces the employment opportunities of the pilots. It would seem advisable, therefore, to adopt a basis of pay under which both the company and the employees would share in the benefits accruing from the new equipment and bear the burdens that will attend its introduction in the beginning. Various bases of compensation were accordingly studied that promised to attain this objective and a combination of both methods of payment was devised. The Board's report summarizing these studies was submitted to the parties for their criticism and suggestions. It thus appears that the method of payments recommended by the Board will impose no undue burdens upon the companies; that it can be administered without any practical difficulties, and that it provides an adequate basis of compensation for the pilots.

As the issues have been fully discussed with the parties and the considerations impelling the Board in reaching this decision have been outlined in an elaborate report, it is unnecessary to describe the issues here involved in any detail. In the attached chart, the various methods of payment proposed by the parties and the Board are tabulated.

It is the decision of the National Labor Board on all the issues submitted that:

1. 85 hours of flying shall constitute the monthly maximum for air pilots.

2. Experience has not crystallized sufficiently to put a maximum on the monthly mileage of air pilots.

3. The rate of base pay shall be $1,600 a year with an increase of $200 for each year of service.

4. Air mail pilots shall be paid the base rate plus an hourly rate of $4, $4.20, $4.40, $4.60, $4.80, and $5 for day flying and $6, $6.30, $6.60, $6.90, $7.20, and $7.50 for night flying at hourly speeds of under 125 miles, 140 miles, 155 miles, 175 miles, and 200 or more miles, respectively. In addition at monthly mileages of under 10,000, 10,000 to 11,999 miles, inclusive, and 12,000 miles and more, respectively, the pilots shall be paid 2c, 1½c and 1c a mile for all miles per hour flown at more than an hourly speed of more than 100 miles.

5. This award shall remain in effect for a period of one year.

6. The differentials existing on October 1, 1933, for co-pilots and for flying over hazardous terrain shall be maintained.

ROBERT F. WAGNER,
Chairman.

Attached to the award was a detailed table showing the effects of the award on pilots' wages, according to speed of the planes and mileage flown.

The table showed that on the basis of the pilots' demands, the monthly pay would remain constant for the same mileage, regardless of speed. For example, a pilot would get $824 a month, if he flew 12,000 miles during that period, whether he flew 100, 150 or 200 miles an hour.

Since the companies paid on an hourly basis, the income of the pilots would decrease with the increased speed. For example, the companies' scale in effect since October 1, ranged from $776 a month at 100 miles per year to $536 a month at 200 miles per hour, if the pilot flew 12,000 miles during that period.

The Board's award, allowing for a premium to be paid for the mileage flown at the higher rates of speed beyond 100 miles per hour, would net a pilot an income ranging from $776 at 100 miles per hour to $620 at 200 miles per hour, if he flew 12,000 miles during that period.

There is one part of the new scale that is easily misunderstood. It is the mileage pay, as given in the latter part of Point 4 of the decision, which is quoted below:

"In addition at monthly mileages of under 10,000, 10,000 to 11,999 miles, inclusive, and 12,000 miles and more, respectively, the pilots shall be paid 2c, 1½c, and 1c a mile for all miles per hour flown at more than an hourly speed of more than 100 miles."

We have asked for an interpretation of this section, and we have been informed that this additional mileage rate is paid for every mile flown over one hundred miles an hour; that is, if you are flying at a speed of 140 miles an hour, you receive the mileage pay for the additional 40 miles an hour. This, when multiplied by the number of hours flown per month, and then multiplied by the mileage rate, gives the mileage pay.

In order to make this as simple as possible, we are giving a summary of the Labor Board's scale, and are working out an example from this scale. If you will follow the figures carefully, you will see just how to compute your pay in accordance with the new scale.

Labor Board Scale

Day	Night	M. P. H.
$4.00	$6.00	Under 125
4.20	6.30	125
4.40	6.60	140
4.60	6.90	155
4.80	7.20	175
5.00	7.50	200 and over

Under 10,000 miles—2c per mile for each mile over 100 m. p. h.

10,000-11,999 — 1½c per mile for each mile over 100 m. p. h.

12,000 and over—1c per mile for each mile over 100 m. p. h.

Base Pay—$1,600 a year with an increase of $200 per year for each year of service, maximum $3,000.

Problem:

A pilot flying an airplane with a cruising speed of 140 m. p. h. from A to B, a distance of 280 miles, has a schedule of four hours for the round trip, flies 20 round trips per month, totalling 80 hours. He flies 60% day and 40% night, or 48 hours day and 32 hours night. He has had four years of service with his company, which allows him a base pay of $200 per month.

Solution:

Base Pay	$200.00
Day Flight Pay (48 hrs. x $4.40)	211.20
Night Flight Pay (32 hrs. x $6.60)	211.20
Mileage Pay (80 hrs. x 40 m. p. h. x 1½c per mile. 80 hrs. is the flying time per month. The figure "40" is obtained from the mileage over 100 m. p. h. cruising speed. The 1½c rate is determined by the total mileage flown per month, which is obtained by multiplying the total hours by the cruising speed.)	48.00
Total Monthly Pay	$670.40

Need Support

President Behncke, Edward G. Hamilton, Headquarters, and the various pilots' pay committees deserve the highest praise for their unselfish efforts in behalf of the air line pilots and it is due to their untiring struggles that conditions are being improved.

However, it should be remembered that they cannot do it all.

Special attention should be given to the question of dues at this particular time. It must be understood that we are going through a transitional period. Many pilots have been transferred, demoted, etc., and for these reasons are unable to pay dues promptly. Many other pilots have been laid off and, as you know, unemployed pilots are not required to pay dues, which is, of course, as it should be. However, all this tends to cut our income and makes it absolutely necessary that those pilots who are employed be very careful to pay their dues. That is the only way we can survive.

If you are a working pilot, and have not yet taken care of your dues, you should do so immediately.

Also, don't forget to suggest to that co-pilot who has been flying with you for some two or three months that there is a Pilots' Association and that it is good professional ethics for all to belong.

Coincident with the Labor Board's decision is the approving for passage of the McKellar-Black Air Mail Bill by the Joint Committee of the House and Senate.

NEW LOW BIDS FOR AIR MAIL

(Continued from Page 1)

American Airlines, Inc., 8 cents; United Airlines, Inc., 31¼ cents; Braniff Airways, Inc., 17.5 cents.

Washington to Chicago, via Charleston and Huntington, W. Va.; Cincinnati and Indianapolis; TWA, Inc., 31 cents; American Airlines, Inc., 29 cents; Pennsylvania Airlines & Transport Company, 29.5 cents; Walter J. Friedlander and Alfred Frank, 36 cents.

St. Paul to Kansas City; United Airlines, 31¼ cents; Hanford Tri-State Airlines, Inc., 18.9 cents; Noel Bullock, 24 cents; Freeman Aircraft Sales, Inc., 23.5 cents.

A bid was received from Howard Burleson to provide service from Sioux Falls, S. D., to Bismarck-Mandan, N. D. Officials said that this bid apparently was not in conformity with the specifications, but they would take it under consideration.

RECORD SHIPMENT

The largest air express shipment ever to be flown to Chicago consisted of 2,400 lbs. of pre-Easter dresses carried from New York to Chicago by Marshall Field & Company. Chairs were removed from the cabin of one of the new Boeings and the shipment filled the entire plane.

Air Passenger Service Hit by New U. S. Mail Schedules

The following story relative to the new mail schedules appeared in the May 21 issue of the Chicago Daily News:

The new air mail contracts, recently awarded by the post office department, may be saving the government money, but the net result to air-minded Chicagoans who have been accustomed to swift air passenger service in all directions is delay and no little inconvenience, a survey of the air situation reveals.

Passenger service has been curtailed, air mail schedules to the southwest have been slowed up by one and one-half hours, two-way radio service in some instances has been eliminated and the former fast, through passenger and express service to the southwest no longer exists.

Northwest Service Cut

On the Chicago-Minneapolis-St. Paul run, for instance, Northwest Airways, the original successful bidder on that route seven years ago and which since that time has provided continuous service, announced today a temporary withdrawal of service from that route, following the award of a temporary mail contract from Chicago to Pembina, N. D., to the Hanford Airlines — a newly formed company without previous experience in the carrying of air mail.

From the United Air Lines, which for eight years has maintained the fastest multimotored plane service along the Chicago-Fort Worth-Dallas airways, comes the announcement that service has been indefinitely suspended along this route from Kansas City south, due to the cancellation of its air mail contract which has been awarded temporarily to the Braniff Airlines. The mail schedules on this route also have been slowed up by an hour and a half.

Southwest Service Slower

Previously the United Air Lines planes equipped with two-way radio, multimotored ships with two pilots, maintained a six-and-three-quarter-hour schedule between Chicago and Dallas, carrying ten passengers in addition to mail and express, both overnight and daylight service. This service now is ended and an announcement of the Braniff lines indicates that it will operate only single-motored planes, carrying passengers only on a daylight schedule.

On the Chicago-St. Louis-New Orleans run, the American Airways has been displaced by the Pacific Seaboard Line, a newly formed company with headquarters in California. This company also announces that it proposes to operate single-motored ships with a cruising speed considerably lower than that of the prior service.

The United Air Lines, however, will continue its passenger service between Chicago and Kansas City, where connections will be made with overnight trains to principal points in the southwest.

MAIL BAG

UNITED STATES SENATE
Committee on
Public Lands and Surveys
/dated/ May 8, 1934.

Mr. David L. Behncke,
Air Line Pilots Association,
Chicago, Illinois.

My Dear Mr. Behncke:

Thank you very much for your letter of May 1st in reference to my Unemployment Insurance Bill.

Please express to your members my appreciation for their active support and co-operation.

Very sincerely yours,
/signed/ ROBERT F. WAGNER.

NOTED EDITOR GIVEN PARTY

(Continued from Page 1)

and Express; Mrs. Eleanor Patterson, publisher of the Washington Herald; Miss Alice Head, in charge of the Hearst publications abroad, and Mrs. Victor Watson, wife of the managing editor of the Chicago Herald and Examiner.

Prior to the party William Randolph Hearst celebrated his 71st birthday by playing tennis with his three sons at the Hearst ranch.

Hearst Policy

The AIR LINE PILOT would like to emphasize the fact that Mr. Hearst has always stood for sound American principles, and the policy of his organization stands for independence of opinion and alert attention to public interest and safety.

Recently Homer Guck, publisher of the Chicago Herald and Examiner, told the Inland Daily Press that "the alert publisher must watch for the flaws in every program, point to them with a bold finger, describe them with a vigorous tongue, and fight them with all his energy".

This is exactly what Mr. Hearst has done in the present air mail situation.

On May 23rd the eminent publisher, accompanied by his son George, Arthur Brisbane and Paul Block, were feted by Rufus Dawes, president of A Century of Progress, and were taken to the Exposition for a preview.

Mr. Dawes thanked Mr. Hearst for his contribution of $500,000, which he said helped guarantee the World's Fair of last year.

Leaving Chicago Mr. Hearst went to Washington, where he was met at the station by Col. Marvin H. McIntyre, presidential secretary, and driven to the executive mansion in a White House car, where he was the invited guest of President Roosevelt. During the day Mr. Hearst was visited by General Hugh Johnson, recovery administrator.

Upon departing from the White House, Mr. Hearst said: "The President looked to be in fine health and apparently he is feeling well also. He is going on a fine trip this summer, and I hope it does him a world of good."

AIR MAIL CONTRACTS ARE RETURNED TO PRIVATE COMPANIES

NEW OUTFITS GET READY TO FLY AIR MAIL

Col. Hickam Wishes Pilot Jack Knight "Good-Luck" on Resumption of Air Mail Flying

MORE BIDS

Some of Older Lines Affected in New Awards; Will Cancel Service on Several Runs

In a superlative final gesture the Army on May 7, completing its job of carrying the air mail, carried out a flight from Oakland, Cal., to Newark airport in the record time for the northern transcontinental route of 14 hours and 8 minutes.

It was the Army's grand answer to TWA's record made over the southern route from Los Angeles to Newark when the Army took over the mail contracts. The elapsed time for TWA's flight was 13 hours and 5 minutes.

Flying the last load of air mail on the Newark-Boston run, army officials announced on May 12 that Major B. O. Jones had set a new record when he flew the 205 mile route in fifty-eight minutes.

A few days later on May 13th, TWA regained commercial aviation's laurels when the company completed a mail flight from Los Angeles to Newark in eleven hours and thirty-one minutes.

This set a new record for the route, beating the old mark by approximately an hour.

Shortly after the Army took over the delivery of the air mail, a number of air mail pilots who held reserve commissions were assigned to duty with the Army as a result of being forced out of employment on account of the air mail cancellations.

President Behncke and Headquarters were very active in co-operating with army officials regarding the status of reserve pilots.

Praises Army

"It's a great Air Corps," said President Behncke. "Deaths of its courageous young officers, who lacked the necessary experience to fly the treacherous routes of the air mail, inclement weather and poor equipment failed to lower its morale.

"The Army is now concluding its emergency service as gallantly as it started, and the air line pilots would like to extend the hand of friendship and congratulation to their brother officers."

In Chicago original plans called for Jack Knight, who has flown more than a million and a quarter miles since entering the mail service in 1919, to be at the controls of the first United Air liner taking over the Army air mail for the run to Omaha. However, an unexpected hitch prevented any air mail being flown out of the city by either Army or private line pilots.

It was later explained that United Air Lines formerly held two contracts, New York to Chicago and Chicago to the Pacific coast. When the company rebid it was for a single route from New York to California, on which Chicago thereupon became a division point. Inasmuch as the post office order to turn over the air mail to the commercial flyers after midnight of May 8 specified that the transfer take place at terminal points, the westward flight out of Chicago was delayed.

The first mail to arrive here was brought in by Pilot R. E. Coulter of the United Air Lines, who was also the pilot to fly the last mail plane out of Chicago before the Army took over the job.

Braniff Gets Contract

As a result of its failure to get the contract for the Chicago-Dallas

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P. O. STATEMENT OF PRESIDENT BEHNCKE

The AIR LINE PILOT in this issue begins the very important testimony of President Behncke before a recent conference of the House Post Office and Post Roads Committee in the House Office building, Washington, D. C.

Two days were required to take the statements, which at the time clearly illustrated the air mail picture.

* * *

The Chairman: Mr. Behncke, speaking as the chief representative of the air line pilots, the committee would like to know how cancellation of air mail contracts is affecting salaries and conditions of employment in the industry.

Mr. Behncke: That is rather a hard question to answer at this time because we ourselves do not know just exactly what the situation is. We should like to say that the Army has offered splendid co-operation and we hope that the entire matter will be worked out satisfactorily.

The point that I think should be considered especially in permanent legislation is proper compensation for pilots. If you put this carrying of air mail out to competitive bidders without considering pilots' salary, there will be much cut-throat bidding and the pilots will come out on the short end. I think that is about all I have to say on this particular question at this time.

There are two groups of pilots in this country, namely, the military pilots and the air line pilots. Military pilots are fully protected and while they do not get quite so much money as air line pilots yet they have other benefits, such as retirement, that air line pilots do not have. There has not been any protection given to air line pilots. They have been more or less pushed from pillar to post, and we are very much concerned at this time that they be taken care of. We regard this as a "new deal" for air mail, and we do not want to be excluded. We feel that some definite provision should be made in the new legislation providing that contractors who bid on air mail routes should come up to certain requirements as to salary and experience of pilots. I think that is in the interest of public safety.

I think the present emergency will more or less adjust itself if we are taken care of in any permanent arrangement. The Army is putting all permanent personnel on these original routes. As I understand the plan, if an air line pilot is out of work the Army will attempt to absorb him and send one of its regular pilots back to his duties with the Army.

Mr. Kelly: The Army cannot absorb all private pilots now because the map is going to be cut down and the schedule reduced everywhere.

Mr. Behncke: As a matter of fact, Mr. Kelly, I think there will be more pilots working in the immediate future, through this emergency, than there are now or will be, because many of these private lines are going to continue to operate.

The Chairman: We will have a duplication of service.

Mr. Behncke: Yes, we will have a duplication of service. There will be a passenger service and a mail service.

Mr. Hartley: Will the private companies maintain service as they do today with the mail included? Do you not think they will cut down their schedule very materially?

Mr. Behncke: Yes; but there will temporarily be an increase in the total number of pilots working. This, of course, covers both military and commercial pilots.

Mr. Sweeney: How many Army reserve pilots are in the commercial field?

Mr. Behncke: I cannot give that. We have about 600 experienced air line pilots and about 60 per cent of them are Army reserve officers. I think about 20 per cent more have dropped their Army reserve commissions, but they would come back.

Mr. De Priest: You spoke about the salaries of air mail pilots. How do they compare with the salaries of Army air pilots?

Mr. Behncke: We made a very careful survey of that a year ago and struck an average. We considered the Army pilots in the ranks from second lieutenant to the top. We found that the average pay plus retirement and other benefits amounted to about the same as the pay received by air line pilots. The Army air pilots do not receive a direct pay as high as ours, but they have benefits that bring them up to us.

Mr. De Priest: What do air mail pilots receive?

Mr. Behncke: They average between $550 and $600 a month. That may be considered high, but there are many things to take into consideration in connection with it. The work involves a short active life and high requirements. These pilots do not get on these lines before they are 25 or 30 years old, and by the time they are 40 or 45 they think of quitting. That is occasioned by their physical condition.

Mr. Hartley: Is the Army air service properly equipped to fly in all weather as you do today, air lines?

Mr. Behncke: We have two definite groups of pilots in the country, the highly trained military and the highly trained air-line pilot. Both are well trained in their special work.

Mr. Hartley: I am talking about equipment.

Mr. Behncke: The equipment they carry on these lines is observation equipment. It is not a load carrying equipment. It has less speed but it may bridge the emergency.

Mr. Hartley: How about flying in bad weather?

Mr. Behncke: There is some equipment in the Army that is not up to the standard of the air lines of today, but they could remedy that by installing more instruments and probably a different arrangement at the instrument board.

Mr. Hartley: That will occasion the employment of men trained to fly with that equipment, will it not?

Mr. Behncke: Yes.

Mr. Hartley: The Regular Army men are not trained to fly by radio beam, and so forth, are they?

Mr. Behncke: A few of them are, but the most of them are not. Instrument flying and beam flying and blind flying have been developed largely on the air lines.

Mr. Hartley: How about the radio shielding equipment in the Army air service?

Mr. Behncke: You mean radio shielding on the motors?

Mr. Hartley: Yes.

Mr. Behncke: That is a problem. There will have to be a different ignition wiring system if you put radio equipment on a ship that has not had it. It is a large problem, and I think they are going to have to get used to the new job.

Mr. Kelly: Suppose your men receiving $600 a month from private operators are absorbed by the Army, what will their pay be?

Mr. Behncke: According to rank. If he happens to be a first lieutenant, he will get a first lieutenant's salary.

Mr. Kelly: What is that?

Mr. Behncke: With all allowances it will be about $350 a month. I do not want to say definitely because I do not know exactly. The pay of a second lieutenant would be ridiculously low.

Mr. Kelly: What rank do most of your reserve officers hold?

Mr. Behncke: I am a captain. I should say that the spread is about 50-50 between captains and first lieutenants, but many would come in under this emergency as second lieutenants. No doubt some arrangement could be made to put them in a higher-pay bracket.

The Chairman: What would be the pay of a second lieutenant?

Mr. Behncke: About $200 a month plus allowances.

(Continued on Page 7, Col. 1)

"THE AIR DEAL"

(Continued from Page 2)

out of the different construction placed on the Presidential request. The President asked that a temporary commission be appointed to study the aviation problem in all of its phases. Acting on this request, the House struck out all of the original bill which was in the nature of permanent legislation, purporting to leave these problems for study by the commission. The Senate retained the permanent air mail legislation, and added the temporary commission, assuming that the air mail problem was settled and that the commission would study other phases of aviation.

Going beneath the surface with no great gift for discernment, one must conclude that the chief bone of contention is the restrictions contained in the Senate bill which would preclude the holding of contracts by the former operators, the barring of certain executives, and the splitting up of holding companies and manufacturing affiliates.

It is the opinion of your Representative that the restrictions against former operators have been so changed in the Senate bill as to be comparatively harmless, and the fight centers around the elimination of holding companies and affiliates. There is no doubt much that can be said on both sides of this argument. Certainly some pilots can point to the concrete fact that they have been flying inferior equipment for years as a direct consequence of the operation of this practice.

That which we should dislike most of all to see deleted from the final bill, is the Interstate Commerce Commission control of air transportation. Even the Senate bill is very moderate in this respect, providing only for the regulation of air mail rates, and the issuance of certificates of convenience and necessity. If we had had this control instead of the Watres Act, we should have escaped the present turmoil. It would have eliminated the competitive bidding which former Postmaster General Brown abhorred. It would have eliminated also the back-door politics and the glorified begging in which some companies proved all too efficient. Instead, legitimate pioneering developments would have been protected. Those who object to commission control may be presumed to prefer undercover dealings. However, it is a great idea now that it is too late.

Undoubtedly there are those who would prefer to see the air mail legislation held over until next year—anything to stall for time. We cannot understand this reasoning. Anything which may happen in the interim will certainly not be for the better. The same lack of unity between the operators, which persists today more than ever, will prevent any concerted action, and at the same time nullify individual effort. Sound legislation is needed now—next year may be too late!

Wagner Hearing Continued

The AIR LINE PILOT continues in this issue the minutes of the original hearing before Senator Wagner.

Mr. Kremer: It is no condition that you name a member of the United Air Lines.

Then you designate this type of man that you have described, this high-minded individual who will act with candor and frankness and honesty, and I know you well enough to be willing to abide by your decision in that respect.

We are perfectly willing to go before them.

The Chairman: May I ask you this?

Do you or do you not think that a Board of three is apt to work a little more expeditiously than a larger board such as was suggested by Mr. Breech here?

Mr. Kremer: I am quite willing to subscribe to your practical experience in that connection.

The Chairman: Well, yours, too.

Mr. Kremer: Yes, we have worked together upon small and large committees.

The Chairman: You know that when we have a committee on platform, that a large committee could never get anywhere, could never get to work.

Mr. Kremer: Quite true.

The Chairman: But if you have a subcommittee of three, you go out and bring in your platform, and then it is done.

Mr. Kremer: That is quite true.

The Chairman: That was the only thing I had in mind. If you gentlemen have a large body, you will never get anywhere.

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NIGHT FLIER KNIGHT

LIEUT. HORACE HICKAM, at right, wishes the old veteran of the air lanes, Jack Knight, a speedy and successful flight as the United Air Lines resumes mail operations.

P. O. TESTIMONY

(Continued from Page 6)

The Chairman: What do you mean by allowances, and how do they apply to a pilot?

Mr. Behncke: If an Army officer is away from his post on official business he gets an allowance for quarters, rations, and so forth.

The Chairman: And that would amount to a total of about $100 a month?

Mr. Behncke: Somewhere between $50 and $100 a month.

The Chairman: Therefore the pay would be somewhere in the neighborhood of $300 a month?

Mr. Behncke: Yes, approximately.

The Chairman: And what is the pay now?

Mr. Behncke: Between $550 and $600 average. So far as pay is concerned, the pilots' association seriously objects to anything that would lower the general standards. But if you regard this as an emergency we do not feel that it will have that effect. We would object seriously to that permanent effect. I concur in what Mr. Kelly said about letting a contract on a temporary basis. I think if the Army is to handle this work it should handle it all during this emergency and then we should take it off its hands at a certain time.

The Chairman: You suggest that we limit the legislation as regards the Army for the emergency period and follow it with a permanent measure that will enable the Postmaster General to carry the mail by different companies or the same companies if possible to do so?

Mr. Lamneck: Have you heard that the Army contemplates carrying this mail permanently?

Mr. Behncke: No. I have talked to many high-ranking officers, and they regard this as a temporary arrangement.

Mr. Lamneck: Have you talked to the executive branch of the Post Office Department to learn what it is thinking?

Mr. Behncke: It regards this arrangement as a temporary proposition.

Mr. Kelly: This bill provides for at least a year under contract without bidding, to supplement the Army service, and there is a possibility of another year being asked for.

Mr. Behncke: Not only our pilots but our mechanics should be considered. It must be remembered that for every pilot there are from 5 to 10 men on the ground, and these are good American citizens with families. I think the emergency should be made as short as possible, and I think the thing should be put back on a sound and sensible basis as quickly as possible. If it is going to be Government controlled let it be Government controlled, and if it is going to be operated by private lines let us get it back there.

The Chairman: Just as soon as we can work out this emergency period?

Mr. Behncke: Yes; I think something definite should

(Continued on Page 8, Col. 2)

LINES RESUME OPERATIONS; AIR MAIL CONTRACTS ARE LET

President Behncke Praises Army Fliers for Their Splendid Morale in Face of Trying Conditions

(Continued from Page 6)

mail route, United Air Lines have discontinued service south of Kansas City. The Chicago-Dallas contract was given to the Braniff Air Lines.

Eastern Air Lines will fly the mail from Chicago to Jacksonville, Fla., while the Pacific Seaboard Lines will operate on the Chicago-New Orleans run.

American Airlines, Inc., formerly American Airways, will transport mail on three routes for which they have been awarded contracts. The lines are Fort-Worth-Los Angeles; Chicago-Newark, via Detroit and Buffalo, and Newark-Boston. Two round trips will be flown daily over these airways.

The company will also continue passenger and express service on runs between Chicago and St. Louis; Chicago and Washington, via Indianapolis, Cincinnati and Charleston, W. Va. One round trip daily will also be made between Chicago and Detroit, making stops at South Bend, Kalamazoo, Batle Creek, Jackson and Ann Arbor.

According to Lester D. Seymour, president, these secondary routes are being continued in the hope that the company may still have an opportunity to receive mail contracts for them.

Service has been cancelled by American Airways on six routes because of unsuccessful bids for air mail contracts from the Post Office.

Affects One Route

Only one of the American Air Lines routes out of Chicago will be affected in the change. This is the Chicago-Atlanta line via Terre Haute, Evansville, Nashville and Chattanooga, which was operated by the line for five and a half years. The other five routes affected and the number of years each was operated follow:

Dallas, Fort Worth and Brownsville, Tex., via Waco, Austin, San Antonio and Corpus Christi, six years.

Dallas-Galveston, via Houston, six years.

Houston-Atlanta, via Beaumont, New Orleans, Montgomery, three and a half years.

Fort Worth, Dallas, Atlanta, via Shreveport, Jackson, and Birmingham, three and a half years.

St. Louis-New Orleans, via Memphis and Jackson, three years.

According to a dispatch from Washington, Transcontinental & Western Air, Inc., were awarded the second coast-to-coast air mail contract. This line connecting Los Angeles and Newark does not pass through Chicago, but is routed through Indianapolis, St. Louis and Tulsa.

More Bids

Additional bids for air mail contracts which were released after the original group were made public follow:

46. NORTHERN AIR TRANSPORT, INC., 706 Commerce Bldg., St. Paul, Minn. Route: Fargo, N. D., to Seattle, Wash., 1,285 miles. Bid: 28.8 cents per airplane mile for 40 cubic feet.

Officers — President and General Manager, C. R. MacIver; Vice President and General Manager, Thorwald Johnson; Secretary, Samuel Hoover; Treasurer, Schuyler C. Aldridge. Directors—Thorwald Johnson, Samuel Hoover, Leon G. Bigelow.

Regular Equipment — 2 Stinson, Model T; 3 Stinson, Model SM6B. Reserve Equipment—1 Ryan, Model B-1, 1929.

47. NORTHWEST AIRLINES, INC., St. Paul, Minn. Route: Fargo, N. D., to Seattle, Wash., 1,285 miles. Bid: 33¾ cents per airplane mile for 40 cubic feet.

Officers — President, Shreve M. Archer; Vice Presidents H. H. Irvine, Croll Hunter, Fred W. Whittemore; Secretary-Treasurer, E. I. Whyatt. Directors—Same.

Regular Equipment — 3 Lockheed, Electra 10A, 1934; 3 Lockheed, Orion 9D, 1933. Reserve Equipment — 3 Ford, Model 5 AT°; 3 Hamilton, Model 47°; 2 Travelaire, Model A6000A°;

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LAWMAKERS IN ATTACK ON CO. LABOR UNIONS

Senator Norris and Congressman Head Cite Railroad Decision

Following the recent expressed opinion of Senator Robert F. Wagner, chairman of the National Labor Board, that company unions make a sham of equal bargaining power and that company dominated unions were dishonest and cannot be tolerated under the new deal, Senator George W. Norris of Nebraska and Congressman James M. Mead of New York, chairman of the Post Office and Post Roads Committee, called attention of both the Senate and House to the settlement of the rail wage controversy, in which company unions played no part in the negotiations. Congressman Mead made special emphasis of this point, and Senator Norris interrupted the debate on the air mail bill in order to communicate the "good news" of the settlement to his fellow-workers.

In Volume 78, Number 93, of the April 28th, 1934, issue of the Congressional Record, Senator Norris addressed the Senate, and expressed the following personal opinion relative to company unions:

"Mr. President, I desire to be heard on that amendment. I think the country has witnessed something which has happened in the railroad world that ought not to be passed by without some emphasis being placed upon it. There was danger a short time ago of a universal strike on the railroads, which would have tied up commerce, and no man by the wildest flight of his imagination could tell how much damage such a strike might have caused at this particular time.

Urges Conference

"The President was unable to get the warring factions together. He appointed a co-ordinator, a man of outstanding character in the railroad world, Mr. Eastman, who, after vainly trying to do something to get the warring factions to agree, failed and gave up the task. He advised, however, when he quit, that there should be another conference of the parties directly interested; and so there met around the conference table the representatives of all the first-class railroads in the United States on the one side and the representatives of the railroad employees on the other, representatives who were conceded to have been chosen by the labor unions.

"I mention this now because in that conference there was no company union. There is going over the country now, I believe, a kind of propaganda, the object of which is to give some life to the so-called 'Company unions'. I never could understand, in my study of the various disagreements that have occurred from time to time in years past between capital and labor, why any fair-minded man could object under the circumstances to having the representatives of labor in such conferences chosen, freely and uncoerced, by the laboring men themselves.

"A company union, in reality and in practice, is a union of laboring men controlled by the employers of labor. A conference between delegates from a company union and the representatives of employers' associations is simply a conference dominated on both sides of the table by the employers. It is true that in theory there can be, and probably there are instances where company unions are acting purely in the interest of the laboring man, but as a matter of practice, that is something that is almost unknown.

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PRESIDENT'S WIFE PRAISES LABOR UNIONS

Mrs. F. D. Roosevelt Calls Attention to the Menace of Weak Unions

(Continued from Page 7)

Reach Agreement

"Here were the representatives of 21 organized bodies of railroad unions on one side of the table, and those who own the railroads, represented by those whom they had chosen, on the other side. After everybody else had failed, this body of representative men reached an agreement satisfactory to both sides and satisfactory to the American people, and avoided what I feared might have been a real catastrophe. At the conclusion of their conference they were congratulated upon their work by the President of the United States; and also, by Mr. Eastman, the coordinator.

"I mention this only to show that in the conflict between labor and capital there is, in my judgment, no place for the company union. Capital is represented, as it should be, by representatives of its own choosing; and to put upon the other side of the table representatives with whose selection the employers have had something to do simply means that there will be no agreement reached which will be fair to labor and fair to the people of the country.

"Here was an instance where labor was represented, it is conceded, by agents chosen by labor. That is only fair; it is only right, and it is only another illustration showing that, if we are to have arbitration between capital and labor, both sides of the table must be represented by agents who are selected from their respective organizations uncoerced, uninfluenced, and absolutely free and independent."

Praises Labor

Addressing an audience of 2,700 in Philadelphia on May 4th, Mrs. Franklin D. Roosevelt said:

"Progress was an excellent watchword, but it should be 'progress for everybody', and it should emphasize co-operation between industry and labor.

"Many come to say," she proceeded, "the labor unions are a menace. Look at the advantages they take when they come up in the world. But I often wonder if these people stop to think what happened before we had any labor unions and what happens today in those industries in which labor unions are weak."

Wagner Minutes

(Continued from Page 7)

Mr. Kremer: I am willing to abide by the judgment of everybody in that connection:

Mr. Teagle: I was just thinking about this, in this way: You might combine the two.

In other words, you might have a committee of three to analyze the situation and make a report, and then submit it back to such a committee as Mr. Breech indicated for ratification by each of the individual companies.

Mr. Kremer: Anything that you gentlemen decide, that will be perfectly all right with us.

I realize the difficulty. I want to make clear what this controversy was. And I have not been fulsome in my praise of these men.

I think that in their heart of hearts they feel that the air lines are pretty good people to work for.

Mr. Teagle: Let me just say this, Senator:

The reason I make that suggestion is this: From the answers to the questions that I asked a few minutes ago, it is very clear to me that they are not going to have a uniform scale all over the country.

There are going to be certain adjustments made from that scale.

(To Be Continued in Next Issue.)

P. O. TESTIMONY

(Continued from Page 7)

be reached as quickly as possible.

The Chairman: I imagine that is the attitude of the Department. It occurs to me that, having found fraud and collusion, the Department felt it to be its duty to nullify the contracts and substitute the Army service, which is the only service available, and therefore they are asking for legislation to supplement such service as they may from time to time. Nevertheless, that should not preclude us after the emergency legislation has been disposed of from proceeding with permanent legislation.

Mr. Behncke: That is true.

The Chairman: And in considering that permanent legislation we need to have the pilots' point of view, which I think is a very, very good one.

Mr. Behncke: The pilots would regard that as a first definite step toward permanency. The air line pilots are a highly developed group. They have an even class of training, and I believe they are of great military value. They could be snapped up overnight and, with short additional training, be made a night-bombardment unit. Heretofore they have had no protection and they feel that in this "new deal" if something could be done for them it certainly would be a worthy thing for the Government as well as the pilots.

Another thing that should not be forgotten: The Government has a great equity in these pilots. The pilots have maintained their training. Unless they are given some protection and co-operation by the Government, it will always more or less leave them without protection and their just due.

The Chairman: Is there any differentiation between pilots of passenger ships and those that carry mail only?

Mr. Behncke: No; there has not been. It is practically a universal scale. However, they are careful to put the older and more experienced pilots on the passenger ships because their most responsibility is there.

I might add in connection with the subject of pay that the National Labor Board is making an extensive study of that pay and expects to bring forth a decision in the immediate future as to the hours and pay of air line pilots. That board has been studying the matter 3 or 4 months. A fact-finding committee, of which I was a member, was appointed, and we have submitted a report.

The Chairman: You spoke of the Government's equity in the pilots. Only 60 per cent of the pilots are members of the Reserve Corps. Why would it not be a good idea to consider a provision in the bill that would make all air line pilots members of the Army Reserve?

Mr. Behncke: That would be an excellent idea and along the line recommended by the Air Line Pilots Association. We have been trying to get our members in the Reserve, but we have no official backing. If that could be done the Government would realize the full value of the money it has spent in training these pliots.

The Chairman: And then we would have a great Reserve force for national defense which could be turned over on a moment's notice. We will consider that matter.

Mr. Foss: Do you not think it would be a good idea to require these air line pilots to undergo, say, two weeks' military training each year as members of the Reserve?

Mr. Behncke: I think that would be an excellent idea.

Mr. Foss: Regardless of whether they belonged to the Reserve, to require at least two weeks' military training?

Mr. Behncke: I think that would be an excellent idea, and I think Mr. Mead's idea could be carried out, the idea of putting them all under the Reserve. These pilots have a very fine training, so far as piloting is concerned, but there are military tactics in the handling of armaments, bombs, and so forth, that they do not understand.

Mr. Foss: With the two weeks' military training each year they would be prepared at any time?

Mr. Behncke: Yes.

Mr. Hartley: I understand there is some dissatisfaction among the pilots with the code set up for them under the National Recovery Act; is that right?

Mr. Behncke: We have been in a wage fight more or less for the last year, but no more since the code than before. This has been a matter of the operating companies changing the pay basis from one of mileage to one of hours. That is the real objection.

Mr. Hartley: Do you not believe that this new set-up might result in a more equitable arrangement for the pilots?

Mr. Behncke: Absolutely so.

The Chairman: For the benefit of the newspapermen, will you please give your full name and title to the reporter?

Mr. Behncke: My name is David L. Behncke, and I am president of the Air Line Pilots Association. My address is 6501 South Fairfield Avenue, Chicago, Ill.

Mr. Lamneck: I want to ask Mr. Branch a question. I understand that these contracts were canceled for fraud and collusion and that no contractor that has lost his contract as the result of fraud and collusion may be considered in connection with a new contract until 5 years have elapsed.

Mr. Branch: That is the present law.

Mr. Lamneck: Suppose that after this temporary emergency is over and you readvertise for bids and some of these old contractors bid, would they be eligible?

The AIR LINE PILOT will conclude in its next issue the interesting series regarding President Behncke's testimony in Washington.

ILLINOIS PILOTS ASSOCIATION NOTES

Affiliated with ALPA

BY PILOT W. A. McHALE

As soon as the 25th of the month approaches it becomes necessary to look around and see what has happened throughout our state aeronautically.

The most outstanding event this month was the meeting held at our Headquarters at Blue Bird Hangar, which was called to allow officers of the Independent Aviation Operators of the United States, to explain the aims of their association to our membership.

The meeting was quite well attended, both by members and distinguished guests.

Oliver Parks, who is the chairman of the Independent Operators Association, took the floor by invitation of President Strine, and very ably explained their aims and their activities at present in Washington. Mr. Darr, who is the State Regional Director for Illinois, next took the floor, and talked on the same general subject in a more detailed vein.

The Department of Commerce was ably represented by a delegation headed by George Vest, who stated their accord with the program as outlined by Mr. Parks, et al, and this accord extended from Secretary of Commerce Roper down to the last man in the department.

We also received a fine letter from our fellow Director of our organization from Washington, Major Schroeder, in which he exhorted all the boys to lend their support to the campaign to increase private flying.

He was sorry he could not appear with the other gentlemen at our meeting, but wanted to be remembered to all the boys.

Praise Schroeder

It is very gratifying to see the sound judgment shown by the Department of Commerce heads in choosing men of the caliber of Major Schroeder to fill important positions like the one he now holds, and deserves.

The Association got busy as they had promised on the legislation pending at Washington, and contacted all the legislators in our territory. The answers from those gentlemen were very satisfactory, and it is to be hoped that their support of the bills will be the same.

The boys are all warming up to the proposed activities, namely, air races and a State Air Tour. To put those things through satisfactorily means plenty of work for all the members, and co-operation from the public along the line.

In order to receive this co-operation, we must be prepared to give the public what they demand, and right them.

The boys all around Chicago picked up a little business hauling passengers over the Stock Yards fire area last week.

Some of the Peoria members sent in for their quarterly cards, and reported everything okay from that sector.

Brother Clarence Clabaugh is flying private in and out of Curtiss Reynolds. Gus Palmquist is at present doing more flying than the air line boys. He is flying for the Reynolds Company, and is busy from one end of the country to the other.

Captain Ralph Hall, formerly manager at Curtiss Reynolds, visited Blue Bird Hangar last Tuesday night. Ralph is selling petroleum products and equipment when not flying.

Fine Airport

The Chicago Aviation Corporation are operating Curtiss Reynolds and Sky Harbor airports, which makes a fine combination. Herbert Anderson is manager; Messrs. Darr and Staples operating.

We are waiting to hear from Mr. Darr on the next move in the program of the Independent Aviation Operators Association.

From Elmhurst comes the news that eight of the town's most robust aviation sportsmen made a frontal attack on a lovely fishing lake in Minnesota, and returned with a very few small, unsophisticated fish. Of course, this may only be a rumor, but that is the story, and I still believe that as fishermen they are very good golfers.

Mike Caffarello, who has been adding to his equipment, now has a very good fleet of ships. He had about all of them in service in the last Dillinger roundup in Wisconsin. Brother Cliff Condit, Joe Boily, Oscar Hummel, McDonald and Muncy were on the trip.

Outlook Good

Well, the outlook for our boys to make a decent living this season is very promising, as people seem to have more money to spend than during the last five years.

All that is needed is for the boys to realize the value of their association, boost and support it, elect officers, tell them what you want done, help them to do it, realize that your association is the only one composed of active Government licensed pilots, and is not merely a social club, but founded to do constructive work for all aviation, and particularly for our own members.

At our last meeting Bros. Bogan and Lindeman signed the code. Major Woeltjen is back home again, after his C. W. A. activities throughout the state.

NEW OUTFITS GET READY TO FLY AIR MAIL

(Continued from Page 7)

1 Waco, Model 300*; 2 Waco, Model 300*.

*Not earlier than 1928.

48. AMERICAN AIRLINES, INC., Chicago, Ill. Route: Newark, N. J., to Chicago, Ill., 800 miles. Bid: 39½ cents per airplane mile for 45 cubic feet.

Officers—Chairman of Board, L. B. Manning; President, L. D. Seymour; Vice-President, C. R. Smith; Treasurer, T. J. Dunnion; Secretary, Harold Kondolf; General Counsel, R. S. Pruitt; Assistant to President, Paul Wright; Assistant Secretary and Treasurer, E. Stainton. Directors — L. D. Seymour, L. B. Manning, R. S. Pruitt, T. J. Dunnion, C. R. Smith.

Regular Equipment—2 Curtis Condors, Model T-32, 1933; 1 Stinson, Model U, 1932. Reserve Equipment—2 Curtis Condors, T-32, 1933; 4 Ford, Model 5 ATB, 1929; 1 Stinson, Model U, 1932.

49. THE KOHLER AVIATION CORPORATION, Grand Rapids, Mich. Route: Detroit, Mich., to Milwaukee, Wis., 265 miles. Bid: 45 cents per airplane mile for 20 cubic feet.

Officers — President, John B. Kohler; Vice Presidents, Franklin W. Kohler, Richard W. Robbin; Treasurer, Norman M. Dawson; Secretary, L. Holden; Assistant Secretary, T. L. Underwood. Directors — John B. Kohler, Franklin W. Kohler, Mary E. Kohler, L. Holden, Joseph T. Johnson.

Regular Equipment — 3 Keystone Loening, Model C-2-C, 1929. Reserve Equipment—Included in Regular.

50. AMERICAN AIRLINES, INC., Chicago, Ill. Route: Fort Worth, Texas, to Los Angeles, Cal., 1,825 miles. Bid: 39½ cents per airplane mile for 40 cubic feet.

(See No. 48 as to officers and directors.)

Regular Equipment—2 Curtis Condors, AT 32, 1934. Reserve Equipment—1 Curtis Condor, AT 32, 1933; 1 Vultee, Model V-1, 1933; 2 Fords, 5-ATC, 1929.

At present the Kohler contract is still being held up by the Post Office Department.

Northwest Airways was awarded the contract from Fargo to Seattle, while the Hanford Tri-State gets the Chicago-St. Paul-Fargo and Pembina runs.

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